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## FUTURE OF THE SOUTH ATLANTIC PORTS

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This subject is of broad and vital interest to the entire United States. It is due to the almost incomprehensible stride of the diversified products of the field and mines of the South, manufactured into indispensable articles. The South is endowed by nature with greater advantages than any other section of the United States; I might add without exaggeration any part of the known world. These naturally make the South the most interesting field of study. It is situated in the very heart of the American continent, and near the center of that incomparable valley which has been compared by an American statesman to a great giant, "with one hand hanging over the Alleghany Mountains, the other hid in the crevices of the Rockies, his head pillowed upon the Great Lakes of the North, while his feet are bathed in the tepid waters of the Gulf, and surrounded as he is on all sides by the greatest and most diversified agricultural country in the world." Agricultural products are the very foundation of commercial and national greatness.

Except for the toils of those who plough the lea  
There would be no need of ship to plough the sea.

Even if we go back to the dawn of civilization, where classic lore scarce lifts the veil of impenetrable darkness, agriculture not only existed as the universal pursuit, but down through all ages it has stood as the one necessary and reliable vocation. This great valley is also surrounded on every hand by inexhaustible coal fields, with mines of untold mineral wealth at her door, and with more lines of railway penetrating in every direction than any part of the earth to assist in gathering up all these vast products and to pour them into the lap of the progressive South. One cannot but pause and after due deliberation and most careful and conservative consideration admit that words are inadequate to express the future of the south Atlantic ports, due to their geographical position and free-

dom from ice and snow which during the winter months is one of the greatest hindrances of quick dispatch.

From 1880 to 1907 and 1908 the inventory of accomplished facts of the southern states, as shown below, by a recent publication of the "Manufacturers' Record," indicate a most phenomenal increase which necessarily is doing much to build up the south Atlantic ports, their natural outlet:

"Value of property has increased from \$7,505,000,000 to \$20,-073,686,216, increase \$12,568,686 or 167 per cent. Capital in manufactures has increased from \$257,244,564 in 1880 to \$2,100,000,000 in 1908, an increase of \$1,842,755,436 or 716.6 per cent. Products of manufactures increased from \$457,454,777 in 1880 to \$2,600,000,000 in 1908, increase \$2,142,545,223 or 486.9 per cent. Capital in cotton mills increased from \$21,000,000 in 1880 to \$266,500,000 in 1908, an increase of \$245,500,000 or 1,169 per cent. Capital in cotton oil mills has increased from \$3,800,000 in 1880 to \$90,000,000 in 1908, increase of \$86,200,000 or 2,268 per cent. Production of pig iron increased from 397,301 tons in 1880 to 3,445,221 tons in 1907, increase of 3,047,920 tons or 767 per cent. Coke output has increased from 372,436 tons in 1880 to 9,289,461 tons in 1907, increase of 8,917,035 tons or 2,394 per cent. Value of lumber products have increased from \$39,000,000 in 1880 to \$365,000,000 in 1908, an increase of \$326,000,000 or 836 per cent. Lumber cut has increased from 3,410,294,000 feet in 1880 to 19,303,983,000 feet in 1907, an increase of 15,893,689,000 feet or 466 per cent. Value of farm products has increased from \$660,000,000 in 1880 to \$2,225,000,000 in 1908, an increase of \$1,565,000,000 or 237 per cent. Cotton produced, increased from 5,723,934 bales in 1880 to 10,582,966 in 1908, increase of 4,859,032 bales or 85 per cent. Production of corn, wheat, and oats increased from 577,328,440 bushels in 1880 to 818,318,000 bushels in 1907, an increase of 240,789,560 bushels or 41 per cent. Value of mineral products has increased from \$13,817,930 in 1882 to \$286,818,347 in 1907, increase \$273,000,417 or 1,976 per cent. Coal mined has increased from 6,037,003 tons in 1880 to 94,829,835 tons in 1907, increase of 88,792,832 tons or 1,470 per cent. Iron ore mined has increased from 842,454 tons in 1880 to 6,316,027 tons in 1907, increase of 5,473,573 tons or 649 per cent. Production of petroleum has increased from 179,000 barrels in 1880 to 27,239,057 barrels in 1907, increase of 27,-

060,057 barrels or 15,118 per cent. Phosphate mined has increased from 190,763 tons in 1880 to 2,253,198 tons in 1907, increase 2,062,435 tons or 1,081 per cent. Railroads have increased in mileage from 20,612 miles in 1880 to 67,181 miles in 1908, an increase of 46,569 miles or 221 per cent. Aggregate resources of national banks have increased from \$171,464,172 in 1880 to \$1,100,117,838 in 1908, increase of \$928,653,666 or 541 per cent. Capital of national banks has increased from \$46,688,930 in 1880 to \$162,558,230 in 1908, an increase of \$115,869,300 or 248 per cent."

Then again the outlook for continued progress of the south Atlantic ports is much brightened by the fact that in the matter of service much has been done and is now being done, especially when the lines leading from the seaboard reach, under one management, long distances into the interior. This increased usefulness to the public has been brought about by consolidations and consequent economies in management and improvements in service and terminals. As the smaller concerns pass into strong hands they become links in chains of through communication.

The principal south Atlantic ports show a gain in foreign exports 1900 to 1908 of over 61.2 per cent and a gain of 291.1 per cent in imports. Savannah, Georgia, the most important and largest seaport of the south Atlantic, cleared during the past few weeks the most valuable cargo ever shipped from any southern port and classed among the most valuable ever shipped from any American port. Exports from Savannah for 1900-1908 lacked \$4,696,000 of being as much as those of all of the south Atlantic ports combined, showed an increase of 61.3 per cent in exports, and an increase of 375 per cent in imports.

Recent purchase of the controlling interests of the Central of Georgia Railway with large terminals at Savannah, Georgia, by the Illinois Central Railroad puts the south Atlantic ports in direct touch with the most important cities of the middle West, including St. Louis, Chicago, Omaha and Sioux Falls and many others and traverses that section which is the principal granary of this country. The Illinois Central is dominated by the same interests which control the Union Pacific and Southern Pacific railroads, which two lines traverse the west, northwest and the Pacific slope. The estimated mileage of these various roads and their branches is something over 22,277 miles. Many of our large railroad systems travers-

ing over 20,000 miles of the south and southeastern section of the country are beginning to recognize the future of the south Atlantic ports, as the natural port of entry and export for the south and southeast, being in the path of the world's commerce both foreign and domestic. Then again the progress of these ports will be greatly enhanced by the early completion of the Panama Canal, which will have the effect of bringing to these ports a vast commerce because of their nearness to that great waterway.